

STOVE BLOWS UP AND FOUR ARE INJURED

Dora Goldstein Built a Fire in the Range and Frozen Water-Pipe Caused Explosion that Shook the Neighborhood.

FAMILY HAD JUST MOVED IN.

Girl Who Started the Fire, Her Father, Mrs. James Maums and a Baby All Thrown to the Floor and Hurt.

Four persons were injured, one seriously, by the explosion of a stove in the kitchen of the ground floor of No. 158 East One Hundred and Sixth street this afternoon. The injured are:

DORA GOLDSTEIN, fourteen years old, face and hands severely burned and cut. Taken to friends' house.

LOUIS GOLDSTEIN, shock and slight burns.

Mrs. JAMES MAUMS, bruises and shock.

Seven-months-old baby of Mrs. Thomas Lane, thrown to the floor by the shock and head cut.

The explosion was caused by a fire being kindled in the stove while the water back and pipes were frozen. When the terrific report was heard by the tenants they rushed to the street in a panic. The noise was heard for blocks and an immense crowd gathered in front of the house.

Wouldn't Send Her to Hospital.

An ambulance was summoned from the Harlem Hospital, and Dr. Donovan dressed the wounds of the injured ones. The ambulance surgeon advised the Goldstein girl to go to the hospital, but her father said he would see that she received medical attendance from his family physician.

The Goldsteins had just moved in on the ground floor of the house. Mrs. Goldstein and two small children had remained at the old address of the family, at No. 721 East One Hundred and sixty-seventh street, leaving Mr. Goldstein and his daughter to attend to the moving in of the furniture.

As soon as the furniture van had been driven away Mr. Goldstein directed his daughter to light a fire in the kitchen stove, as the apartment was very cold. The waitress, Mrs. Jane Kelly, had notified Mr. Goldstein that the water pipes were frozen and to be careful in lighting the fire.

The girl pulled the stove full of wood with a layer of coal on the top. She was standing close to the stove when suddenly it blew up with terrific force. The girl was thrown across the room and was unconscious for a few minutes.

CORTELYOU SITS IN CABINET.

New Commissioner Makes Terse Report at His First Meeting.

WASHINGTON, Feb. 20.—Secretary Cortelyou attended his first Cabinet meeting to-day as the head of the new Department of Commerce and Labor. He was given a cordial welcome by both the President and by other members of the Cabinet, and was assigned to the seat at the foot of the Cabinet table which had been reserved for him.

At the meeting to-day there was no discussion of the details of the new department. The new Secretary reported that he was in a flourishing condition, but a trifle cramped for quarters. In a day or two Secretary Cortelyou will communicate to Congress his recommendations as to the new department, the estimates for appropriations, in accordance with the usual custom, being transmitted through the Secretary of the Treasury.

BRYAN IN CONGRESS.

Held a Reception and Plans for Brief Stay in Washington.

WASHINGTON, Feb. 20.—William J. Bryan held an informal reception in the lobby of the House of Representatives to-day, shaking hands with members, some of whom he served with when he was in Congress. Mr. Bryan expects to remain in Washington over Sunday.

HARRISON SUBPOENAED.

Chicago's Mayor Summoned in Aldermanic Bribery Inquiry.

CHICAGO, Feb. 20.—The Grand Jury to-day issued subpoenas for Mayor Harrison, Alderman Carey, John A. Spoor, of the Chicago Junction Railway, and William E. Kent in connection with the Aldermanic bribery investigation.

President's Safety Bill Agreed To.

WASHINGTON, Feb. 20.—The conference on the bill for the protection of the President have agreed and their report has been submitted to the House. The Senate accepts the House amendment to the original bill with some changes in the wording.

Chicago, St. Louis and the West.

Philadelphia Railroad trails after a several short hauls to the Mississippi Valley and the Pacific coast.

SMOKED OUT NEGRO AND KILLED HIM.

The Desperate Man Held Fifty Policemen at Bay for Several Hours and Threatened to Shoot.

FIRED HOUSE TO GET HIM.

As He Made a Bolt for Freedom One of the Officers Shot Him and the Rest Finished the Job—Fire Department Helped.

NEW ORLEANS, Feb. 20.—After holding half a hundred policemen at bay for several hours, during which scores of shots were exchanged, Lafayette Sims, a desperate negro, was killed by the police to-day in a negro boarding-house on South Rampart street.

The room in which Sims was besieged had to be set on fire and the Fire Department called out before Sims could be driven from his post. As he attempted to escape, still carrying his shotgun, he was shot down.

The body was taken to the morgue without any demonstration from a mob of several thousand negroes who crowded the vicinity of the tragedy.

The origin of the trouble was trivial. Sims occupied a room in the boarding-house in which there were seven beds. On retiring last night he locked the door, and when the landlord early this morning asked him to open it so that another lodger might be admitted Sims refused. Then the landlord sent for the police.

Opened Fire on the Police.

Efforts to persuade Sims to open the door failed and a hole was smashed in it. Through the aperture Sims began shooting. One bullet knocked a pistol from the fingers of Officer Weinstein, and a second shattered the lantern which the officer carried. Thereupon additional police were sent for and the house was surrounded.

When the reinforcements had arrived the negro landlord and an officer approached the room and pleaded with Sims to come out and surrender. "No, I won't," he answered, with an oath. "I'll shoot if you don't go away. I am not going to leave here. They'll burn me in oil. They'll fry me."

Sims piled some of the furniture in the room against the door and was prepared to fight for his life. As the landlord and the officer retreated the desperado fired at them, without doing any damage.

All efforts to induce the prisoner to surrender having proved ineffective, Sgt. Journee decided that there was nothing to be done but to smoke the negro out.

Smoked Out to His Doom.

An alarm was turned in and a portion of the fire department brought to the scene. A quantity of cotton, oil and sulphur were rolled into balls and saturated with oil, a match applied and the blazing substance hurled at the door and avenue escape being guarded. The furniture in the room caught fire quickly, filling the place with smoke and flame.

Sims hung on to his hiding place until he was nearly suffocated, and then he made a bolt for escape. As he appeared at the door Patrolman Fred Smith fired at him. The negro staggered, mortally wounded. Several other policemen fired on him and he fell dead.

The firemen extinguished the flames and the body was dragged out and taken through a lane of excited negroes to the police station.

Examination of the room following the tragedy showed that the desperado, after shooting it from his hands.

SHIPHEPLESS 500 MILES OUT

The Bovic Reports Having Passed a Single-Funnel Steamer in Distress Far East of Sandy Hook.

ANOTHER VESSEL STOOD BY.

There is a single-funnel steamship in distress 500 miles east of Sandy Hook. The White Star line freight steamer Bovic, that arrived to-day three days late from Liverpool, sighted the disabled steamer with another steamer standing by apparently about to throw her a line.

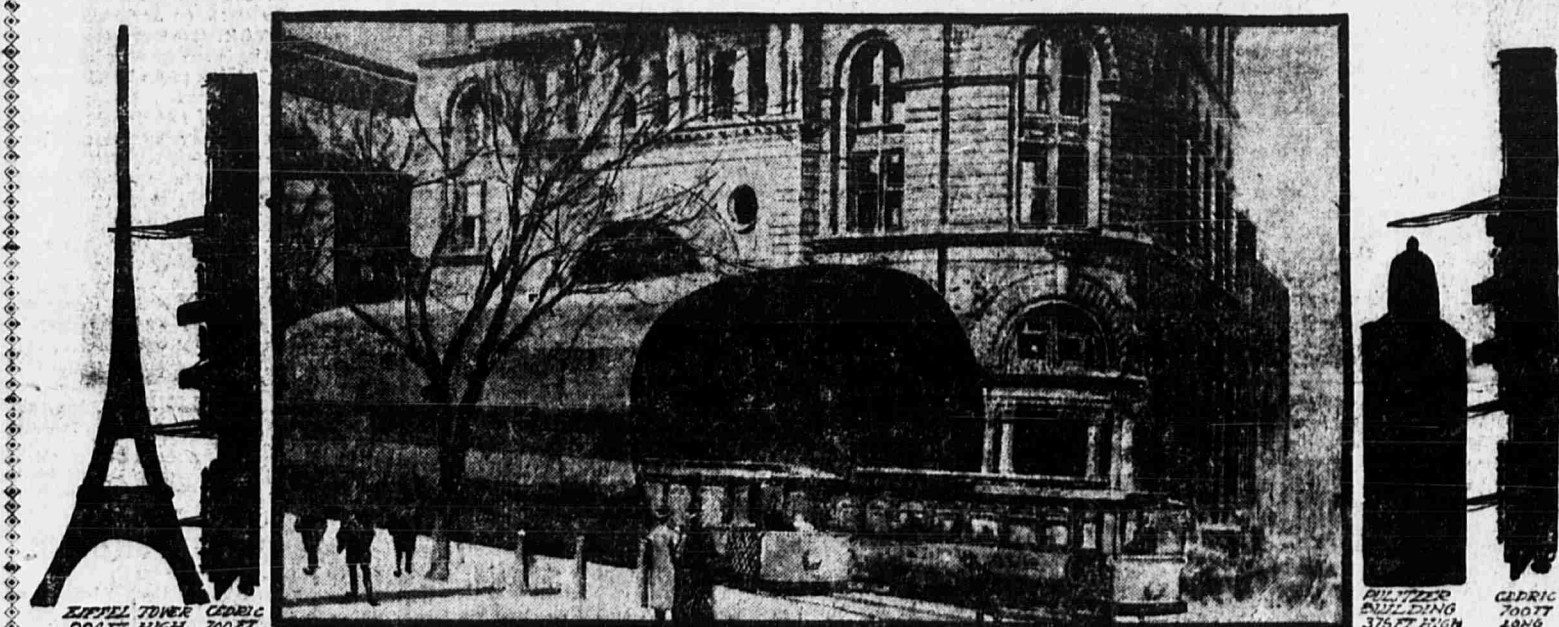
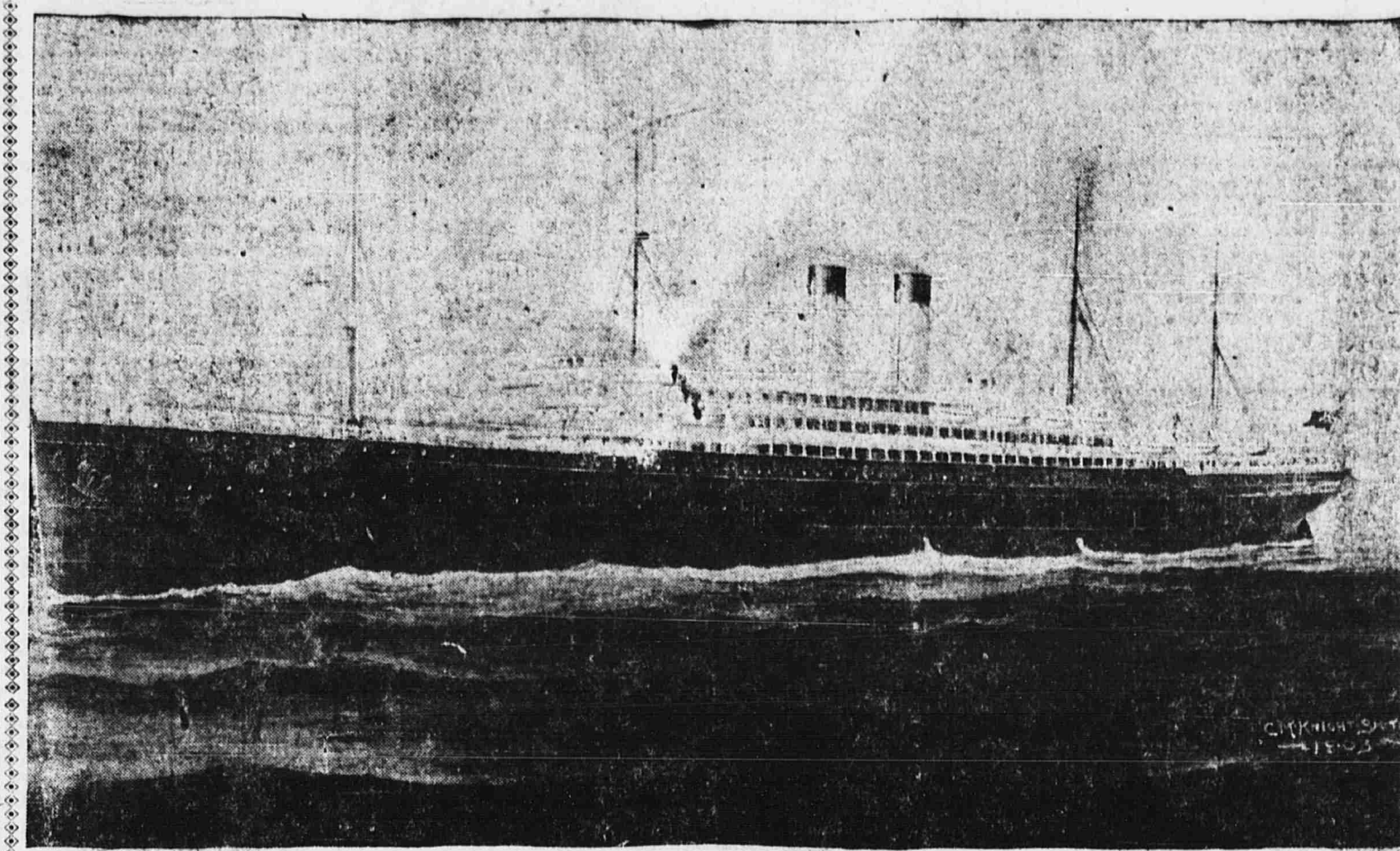
The steamer in trouble was in latitude 40.50, longitude 66.45. The boat that was standing by ready to give aid to the disabled craft is thought to be a Bristol City line steamship, probably the Boston City, which sailed from Barry on Jan. 28 and should be in that latitude.

Capt. Jones, of the Bovic, says neither ship displayed any signals, but the crippled Bristol City line boat had several sailors on her after-starboard gangway, seemingly about to lower a lifeboat and run a hawser to the helpless craft. Capt. Jones thinks that the crippled ship will be towed into Halifax.

To Cure a Cold in One Day.

Take Laxative (Jones' Quinine Tablets). An Englishman related the money if it fails to cure a cold. W. W. Grove's signature is on each box. See ad.

GIANT LINER CEDRIC STEAMING INTO PORT AND A COMPARISON SHOWING MONSTER PROPORTIONS.



TWO ORDINARY SIZED TROLLEY CARS CAN ENTER THE CEDRIC'S SMOKESTACK.

MONSTER CEDRIC HAS ARRIVED.

Biggest Steamer in the World Reaches Port and Throng Awaits at Her Dock to Give Her Greeting on Initial Voyage.

GOOD TIME ON THE TRIP.

The new White Star line steamer Cedric, the largest vessel afloat, reached here on her maiden trip from Liverpool late to-day. She was sighted off Sandy Hook at 2.09 P. M., and was expected to reach Quarantine in time to pass the Health Officer and go to her dock to-night.

Preparations had been made at the company's pier for docking and a big throng awaited her coming there.

The Cedric was expected yesterday, but she encountered rough weather, and besides, being a new ship, Capt. Haddock did not want to push her to the limit.

Th. Cedric is capable of making 21 knots an hour, power being furnished to two sets of quadruple expansion engines by eight double-ended steel boilers.

To appreciate her great size it is necessary to see her in comparison with other craft. In harbor she appears like a floating island towering tugs and harbor craft mere specks. She has two enormous funnels and four masts.

Capt. Haddock is evidently proceeding with caution along the Long Island coast, and through the crowded shipping lanes. The Cedric was sighted off Nantuxet Lightship at 4.30 A. M. and made time to port.

The Cedric has ten separate decks—stories one might call them. Imagine an immense traveling hotel, ten stories high, seventy-five feet wide and three blocks long. If she were to be set down in Broadway she would crush in the buildings on either side, as she is wider than the street. The top of her funnels would be about 100 feet from the ground. These funnels are sixteen feet in diameter, large enough to be used for sections in the rapid transit tunnel, with room for two trains to pass each way.

The 70 feet of length of the Cedric would make her, if she were stood on end, nearly three-quarters the height of the Eiffel Tower. If set on end she would be nearly twice as high as the dome of the Pulitzer Building. The tower of the Brooklyn Bridge, 275 feet, and the Statue of Liberty, 295 feet, would be dwarfed beside her.

TOOK SIX DOWN A FIRE-ESCAPE.

Thrilling Rescue of Two Women and Four Children by Bicycle Patrolman Liebold in a Burning Flat-House.

HE IS NEW TO THE FORCE.

Two women and four children were rescued this afternoon from a burning flat house, at No. 298 Eighth avenue, by Bicycle Patrolman Liebold, of the West One Hundred and Fifty-second Street Station. They were carried down the front fire-escape by the policeman, while the flames raged in a saloon which occupied the first floor.

The rescued were Mrs. Eugene McGuire and her three children, Jerome, Raymond and Eugene, aged 5, 3 and 2 years respectively, who live on the second floor, and Mrs. Kate Brophy and her four-year-old child from the third floor. Mrs. Brophy had been overcome by smoke before she was reached by the brave officer.

The fire started in the basement from an overheated furnace. The damage is an estimated \$1,500. Liebold, a recent appointee on the police force, distinguished himself several weeks ago by recovering several thousand dollars' worth of goods stolen from the New York Central Railroad cars.

CURRENCY BILL FAVORED.

But House Committee Wants Philippines Measure Amended.

WASHINGTON, Feb. 20.—The House Committee on Insular Affairs by a strict party vote to-day authorized a favorable report on the Philippine Currency bill as it passed the Senate, but recommended that it be amended by striking out the Senate provision for an international commission, also by inserting at the end of section 1 the following:

"Provided that debts contracted prior to the 31st day of December, 1903, may be paid in legal tender currency of said islands existing at the time of the making of said contracts, unless otherwise expressly provided by contract."

The Pennsylvania Limited

offers rapid daily service to Chicago, combined with the most liberal accommodations possible in railroad transportation.

W.K. VANDERBILT, JR. BETS ONE DOLLAR.

Multi-Millionaire's Commissioner Is Followed Around Ingleside Betting Ring by "Rubbers" Who Expect to See a Plunge, but He Only Bets a One-Spot.

SAN FRANCISCO, Feb. 20.—When a man worth many millions bets on a horse the "wise ones" at the race track rubber to beat the band. The supposition is that there is "something doing" and that perhaps a "killing" is on hand, for most millionaires are plungers if they bet at all on the "ponies."

But W. K. Vanderbilt, Jr., fooled the regulars at the Ingleside track yesterday. He made a unique record as a plunger. He called a club-house commissioner and sent to the ring a bet on Meehanus, which was 4 to 1 on the day.

The many men who watch the club-house bets followed the commissioner. To their amazement he bet one silver dollar for Mr. Vanderbilt.

Meehanus won.

Encouraged by his success, Mr. Vanderbilt again called the club-house commissioner and again the "wise ones" followed him into the ring. This time they thought a big play was surely on. To their disgust the bet was 5 to 5 on Andrew Ring to run second.

Andrew Ring ran second.

That ended Mr. Vanderbilt's plunging for the day.

BOARD OF ESTIMATE VOTES BIG SUMS FOR IMPROVEMENTS.

The Board of Estimate and Apportionment to-day authorized these large issues of revenue bonds and corporate stock:

For repaving streets in Manhattan, \$3,150,000; school sites, \$2,000,000; Department of Public Charities, \$250,000; Carnegie Library sites, \$250,000; Department of Water Supply, \$1,270,000; park improvements, \$250,000; building public bath in Borough of Brooklyn, \$90,000; new buildings for the Department of Health, \$250,000; Dock Department, \$1,000,000; stock and plant for Street-Cleaning Department of Richmond, \$100,000.

LATE RESULTS AT NEW ORLEANS.

Fifth Race—Alfred C. 1. Chiscakadee 2. Vesuvius 3.

OTHER NEW ORLEANS RACES AND ENTRIES ON PAGE 2.

ANOTHER CHILD TROLLEY VICTIM DEAD IN NEWARK.

Jennie E. McLelland, After Many Hours of Suffering, Dies in the Hospital from Injuries Received Yesterday in the Awful Grade-Crossing Tragedy.

Public Indignation Against the Railroad and Trolley Officials is Growing, and the Coroner Has Called a Jury to Begin an Inquest To-Morrow.

Jennie McLelland, who had been suffering intensely since the frightful accident in Newark yesterday morning, died at 3.30 o'clock in the City Hospital this afternoon.

Miss McLelland was the first of the girls injured when the Lackawanna engine ploughed its way through the trolley car to receive medical aid. She was operated on by Drs. Edward J. and Charles H. who believed that the patient was her niece, Viola H., whose body was at that time among the unidentified in the Morgue.

PUBLIC INDIGNATION GROWS.

The indignation of the residents of Newark is constantly growing. County Prosecutor Ohandler W. Riker announced after Miss McLelland's death that there would be a Coroner's inquest to-morrow with a view of fixing the blame. This will be the first inquest held in Newark in ten years.

Subpoenas for thirty talesmen were issued late to-day, and from these eight men will be drawn as a jury.

Prior to this action Mayor Doremus and the members of the Board of Public Works held a conference. Chairman Garrison said that his board proposed to compel the trolley company to use derailing switches at every grade crossing to avoid another scintillar accident. Superintendent Young, he said, had made a contract with the Delaware, Lackawanna and Western Road in 1899 by which both companies would share the expenses of a new signal system and derailing switches, but the contract, was repudiated when President Truesdale succeeded Sam Sloan.

NO WHITEWASH, THEY SAY.

The County Prosecutor was called upon to-day by a committee of twelve named by President Edward Campbell, of the Newark Board of Trade. The committee, which included the leading business men of Newark, notified the Prosecutor that they wished a thorough investigation of yesterday's trolley horror. "Let us have no whitewash," said the spokesman of the party.

Prosecutor Riker assured the Board members that he had pushed his investigation to a point where he could go before the Grand Jury to-day if necessary. He also reminded the committee that it had the right to go before the Grand Jury, which meets next Tuesday, and demand that the wreck be investigated.

EXPECTS TO MAKE AN ARREST.

The County Prosecutor said to-day that he expected to make an arrest in the case before tonight. From his investigation he had learned that the trolley company employed an Italian to keep the tracks on the hill between Orange street and the railroad crossing properly swept and sanded. This Italian when seen after the accident yesterday said that there was no sand on the track because the sand was frozen.

The Italian disappeared after the accident and the county prosecutor has ordered his arrest. Mr. Riker's theory is that some one "higher up" is responsible for not having made proper provision for the sanding of the tracks at a dangerous crossing.

AGAINST THE TROLLEY COMPANY.

Statements of eye-witnesses thus far place all the responsibility on the North Jersey Street Railway Company. The facts thus far gleaned are these:

Insufficient car service caused the ill-fated car to be crowded beyond the danger point.

There were 123 passengers packed into a car designed to carry fifty comfortably.

The car weighed 29,000 pounds and was equipped only with ordinary hand brakes.

There was no sand in the box provided for that purpose.

The rails were slippery and the overcrowded condition of the car, coupled with the fact that there was no sand to enable the car wheels to grip the tracks, caused the car to slip down the steep grade to destruction.

CROSSING ALWAYS A DEATH-TRAP.

That the Clifton avenue crossing was a death-trap had long been recognized by the citizens of Newark, but no effort was ever made by the trolley company to provide for the safety of their patrons. On Jan. 2 Mayor Henry M. Doremus in his first message had this to say concerning the Clifton avenue crossing:

"While it is true that railway tracks are being elevated and grade crossings are being abolished there should be no halt until every death-trap of this nature has been obliterated. The grade crossing at Clifton avenue is dangerous to children on their way to school or to play in Branch Brook Park, to drivers and passengers in trolley cars. While this crossing is permitted to disgrace our city there should be no rest for those in authority."

In the face of this plain and prophetic warning no effort was ever made to make Clifton avenue crossing safe. A derailing switch such as is used on trolley roads in other cities where there are steep and dangerous declines would have prevented the horror of yesterday.

COMPLAINTS HAD OFTEN BEEN MADE.

Members of the Board of Education in Newark say that complaints as to the overcrowding of cars had been frequently made and that the board had demanded that better accommodations and more safety be accorded them.